

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

**Joint Meeting of the RID Safety Committee and the
Working Party on the Transport of dangerous goods**

(Geneva, 13-23 September 2005)

**Comments on document TRANS/WP.15/AC.1/2005/28 (Secretariat) and INF 19
(Belgium)**

Transmitted by the Government of the United Kingdom

During the discussion at the March 2005 Joint Meeting, the UK undertook to keep the Joint Meeting informed of progress on the adoption of the UN Model Regulations text on Aquatic Pollutants by the IMO for inclusion in the IMDG code.

The IMO DSC Editorial and Technical Group (E and T Group) in April 2005 put forward the whole of the UN text on aquatic pollutants for adoption by DSC 10 during its meeting of 26 - 30 September 2005 (see DSC 10/3/1 paragraphs 24 - 28). The E and T Group did express concerns about how to treat aquatic pollutants in classes 1 - 8 and have requested guidance from DSC specifically on this issue. However, the adoption of the GHS classification criteria by the IMDG code has been accepted in principle and recorded in the report of DSC 9 (see DSC 9/15 paragraphs 3.30.1). This acceptance of the GHS classification criteria for inclusion in the IMDG Code is also acknowledged in the papers from Germany (DSC 10/3/9) and the United States of America (DSC 10/3/25) due for discussion at DSC10.

The United Kingdom considers that the harmonising of RID /ADR with the UN Model Regulations text on aquatic pollutants is of great importance to avoid practical problems for industry resulting from modal disharmony. The alignment of texts between the United Nations and modal regulations is the accepted way to achieve this multi modal compatibility. This should be irrespective of any decision made for sea transport. There have always been separate provisions for "marine pollutants" and these may remain in the current revision of the IMDG Code. But this is already recognised in RID / ADR in chapter 1.1.4.2.1.

Unless one of the modes breaks the cycle of waiting for the other modes to be first to adopt the UN classification text, the issue of aquatic pollutants will continue to be unresolved and no multi-modal alignment will be achieved.

The United Kingdom recognises that there are RID / ADR contracting parties which have concerns with downstream issues such as labelling if the whole of the UN text was adopted, but that in itself should not stop the adoption of the classification criteria for aquatic pollutants which is not under dispute in the UN Sub Committee or in the IMO DSC meetings.